



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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ADMINISTRATION & LEGISLATION COMMITTEE

MEETING NOTICE

Monday, March 13, 2006; 9:30 a.m.

CMA Board Room
1333 Broadway, Suite 220
Oakland, California 94612

Members:

Chair: Councilmember Larry Reid
Vice Chair: Supervisor Scott Haggerty
Councilmember Jeff Wieler
Mayor Shelia Young
Mayor Robert Wasserman
Mayor Janet Lockhart
AC Transit Director Dolores Jaquez
BART Director Thomas Blalock

Staff Liaison: Dennis Fay
Secretary: Christina Muller

AGENDA

Copies of Individual Agenda Items are Available on the CMA's Website

1.0 PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 CONSENT CALENDAR

3.1 [Minutes of February 13, 2006 Meeting*](#) (page 1) **Action**

4.0 ADMINISTRATIVE MATTERS

4.1 [FY 2006-2007 Budget and Work Program*](#) (page 5) **Discussion/Action**

In accordance with the joint powers agreement, the CMA Board must adopt a budget in March of each year. A draft budget and work program were approved previously. No comments have been received on the budget or work program. It is recommended that the Committee approve the attached budget and work program and forward them to the CMA Board for approval.

4.2 [2004-05 Annual Report*](#) (page 25) **Discussion/Action**

It is recommended that the Board approve the attached annual report for 2004-5. A final document with graphics will be prepared for the Board following Committee approval.

5.0 CONTRACTS, AGREEMENTS AND CONSTRUCTION STATUS REPORTS

5.1 Tri Valley Triangle Analysis: Contract Amendment* (page 47) Discussion/Action

It is requested that the Board approve an amendment to the Parsons Transportation Contract to: 1) increase the current budget from \$400,000 to \$528,000 for supplemental travel demand modeling work requested by the cities of Dublin, Livermore and Pleasanton; and 2) authorize the Executive Director to enter into funding agreements as necessary with the three cities to transfer the funds to the CMA. The three cities have approved council resolutions authorizing payment for the additional work. The increase in budget will be at no cost to the CMA.

5.2 I-580 Sound Wall Projects in Oakland and San Leandro: Authorization for Design Costs* (page 49) Discussion/Action

It is recommended that the Board authorize the Executive Director to execute all necessary agreements required to complete the design of the freeway soundwalls in San Leandro (Estudillo to 141st) and in Oakland (14th and Ardley) along I-580 in an amount not to exceed \$2,250,000, contingent on the CMA Board approval of the addition of \$1,233,000 of CMA TIP funds required for the design project. The Plans and Programs Committee is scheduled to consider the programming of the additional CMA TIP funds at their March 13th meeting.

5.3 I-580 Corridor: Traffic Management Plan* (page 51) Discussion/Action

It is recommended that the CMA Board authorize the Executive Director, or his designee, to take the following actions in support of expediting delivery of the I-580 Traffic Management Plan (TMP)/Advance Elements Project:

1. Negotiate and execute all necessary consulting, procurement and installation agreements with AT&T and CoValue for systems and software design and implementation;
2. Negotiate and execute a Cooperative Agreement with Caltrans for oversight of project development and construction activities for this project; and
3. Negotiate and execute all necessary agreements with the Cities of Dublin, Livermore and Pleasanton, Zone 7, and Alameda County to enter, construct, operate and maintain TMP/Advance Elements within their jurisdictions.

6.0 LEGISLATION/PUBLIC AFFAIRS

6.1 Sacramento Report* (page 55) Information/Discussion

A report from the CMA's Sacramento representative is attached.

6.2 Washington, DC Report* (page 61) Information/Discussion

A report from the CMA's Washington, DC representative is attached.

6.3 Advocacy Principles: Toll Facilities* (page 63) Discussion/Action

It is recommended that the Board adopt the attached principles to guide the Alameda County CMA's advocacy relative to State legislation regarding toll facilities. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

6.4 AB 2444 (Klehs): Vehicle Registration Fee* (page 65)

Discussion/Action

This bill is similar to AB 1623 (Klehs) introduced on behalf of the CMA last year but vetoed by the Governor. This new bill would authorize the congestion management agencies in the Bay Area to impose an annual fee of up to \$5 per registered vehicle for transportation projects and programs. The bill would also authorize MTC to impose an annual fee of up to \$5 per registered vehicle to be subvented to the Air District and the Water Quality Control Board to mitigate the environmental impacts of motor vehicles. This new bill is consistent with the CMA's Adopted 2006 Legislative Program. It is recommended that the Board support AB 2444 (Klehs).

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 ADJOURNMENT/NEXT MEETING: MONDAY, APRIL 10, 2006

- * Attachment enclosed for members and key staff.
- ** Materials will be handed out at the meeting.
- (#) All items on the agenda are subject to action and/or change by the Committee.
- ✓ Materials are separately attached to the meeting packet.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

Alameda County Congestion Management Agency
Principles for State Legislation regarding Toll Facilities
DRAFT
3-1-06

The following principles will guide the Alameda County CMA's advocacy relative to State legislation regarding toll facilities. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

1. Toll facilities in California should be publicly owned, with a public entity retaining control even if the facility is privately financed and/or operated under contract.
2. Public-private partnerships for the financing of toll facilities should be encouraged.
3. Net revenues from toll facilities must benefit the users of the facility and remain in the corridor in which the facility operates.
4. Authorizing legislation should permit net revenues to be used on a wide array of corridor improvements and services.
5. To provide users and the public with confidence that net revenues will be used for improved facilities and services in the corridor, an oversight board composed of representatives of the affected jurisdictions is essential.
6. Any new legislation authorizing toll facilities must not interfere with or supersede the existing authority for pilot projects currently in State law.

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